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The Complete MODELLIST:

S H E W I N G

The true and exact way of Raising the
Model of any Ship or Vessel, small or great,
either in proportion, or out of proportion.

A L S O,

The manner how to find the Length
of every Rope exactly:

A N D

TABLES which give the true bigness
of every Rope in each Vessel.

Together with

The Weights of their Anchors and Cables.

*Performed by Thomas Miller, of great Yarmouth Seaman;
And Master in the Art of Raising the Model.*

L O N D O N,

Printed by *W. G.* for *George Hurlock*, and are to be sold at his
Shop at *St. Magnus Church*, at the hither end of *London-*
Bridge, near *Thames-Street*. 1 6 6 7.



The Complete MILITARY

OF THE
ARMY AND NAVY
OF THE UNITED STATES

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OF THE UNITED STATES

To the Right Worshipful Major
William Burton,
ALDERMAN

of the Town of great Yarmouth, Esquire.

SIR,



With you much peace and happiness both in Soul and Body. *Sir*, I do very well know, and am sensible, that you are a great deal better knowing in this Art of Rigging, then my weak fancy will ever attain unto, which did invite me to present You with my weak Works: And knowing You to be one that was ever very free to accept of the well meaning of any one; which did the more urge me to the performance of the same, not fearing but it would have a loving acceptance from Your Worthy self to publish the same. So desiring not to be tedious, but only to present my humble thankfulness for former Courtesies received from You, I shall ever remain,

Your Worships

Humble Servant

THOMAS MILLER.



To the READER.



Entle READER, I do here present you with the Rare and Exact way of Rigging by the Modell. But I must confess it is by the persuasions of some that have the true taste of it : for I did not intend to publish it as y^t, but taking it into a serious consideration, I thought it not convenient any longer to obscure the reflection of such a true light, and as it is truth, so it is so plain and easie, that any one although he could never before obtain to cut out a ships Rigging, may by this way Rigg any Ship small or great, with a weeks practice or less. But if it were half so easie again as it is, which is almost impossible, yet I say, if it were so easie, it is possible a man may have the Book, and yet never come to Rigg a Ship, if he do not endeavour to get the use of the Book, which is a thing that may soon be obtained.

Likewise, I could have shewed a great deal of Curiosity in the Models and have drawn them perfectly like a Ship : for, for matter of draughting, few or none go beyond me. But I find it not convenient, for at first, I did do so, and some that I learned, were so wise they could almost have left the Galleys to run after the Feather, that is, they were so affected with the draft of the Ship, they minded that more than the substance that belonged to Rules by way it. So I have now in every respect laid it down in a more plain manner, and as I find this Book to be accepted of, I shall present you with another in the future. So I conclude,

And this way of Rigging is most certain & will hold true in all Vessels, small or great, but for those of proportion, formerly printed, cannot hold, but will deceive those that trust to them.

And remain yours

in all my Practice

THOMAS MILLER.



Instructions for the raising of the Model of any Ship or Vessel, small or great.



When you go to raise the Model of any Ship or vessel, you must in the first place know the length of her Keel, and the depth in her Hold, and the breadth of her Beam.

First knowing the length of the Keel, take the length of the Keel off your Scale, and place it on your paper that you intend to raise your Model on, making two prick one with one point of the Compasses, the other with the other

The length of the Keel.

then draw a line with your pen or pencil of black lead, as from *A* to *B*.

Then take the depth of the Hold off from your Scale with your Compasses, and set one foot in the end of the Keel line at *A*, and with the other make a prick at *D*, and likewise from *B* to *C*: then with your Ruler and black lead, or pen, draw another line parallel with the Keel, and that is the line for the first Deck.

The depth of the Hold from the Keel to the first Deck

Then for the height between the first and second Deck, which appeareth in the figure following, to be 6 foot and a half, then take 6 foot and a half off from your Scale, and set one foot of your compasses at *D*, and with the other make a prick at *E*, and likewise from *C* to *F*. So must you doe for the height between the 2^d. and 3^d. Deck, and so for the Cabin and Cock and round House above that, and for the fore-castle all in the same manner, and then draw lines from prick to prick.

The height between the first & second Deck

Then for the Stem raise a perpendicular line from the fore-part of the Keel to the second Deck, then take two thirds of the depth in hold, which in the figure is 12 foot, then set 1 foot of your compasses at *B*, and with the other mark a prick at *G*: so likewise set 1 foot in the upper end of the line at *H*, and with the other foot make a prick at *I*, then draw a line from *G* to *I* parallel to that from *B* to *H*, then from that

To raise the Stem.

outermost line, draw the Stem to the Keel with what sweep you please running the top of your Item 3 or 4 foot above the line, as it is in the figure, then you may draw it double as you please, and the Keel likewise.

Note.

And when you draw your Deck-lines, let your lower Deck-line run a foot or 2 beyond the end of the Keel aft, and so in like manner all your Decks, and then joyn them together something rounding, that the Model may have a Rake aft, and shew ship shape. You must draw your Model and Scale together at this Keel, as you see in the figure D, and note how many feet soever your Model is by the Keel, so make and divide the Scale into 15 equal parts, as is shewed, the 2 first equal parts of the Scale divide into 20 feet, 6 of thoe feet are one Fathom, and 12 of thoe feet are two Fathom. And the other 13 divisions numbred by 10, 20, 30, &c. to 130 are 10 feet a piece. By the Fathoms I measure the length of the Ropes, and also the Canvass for the sailes; and by the Scale of equal parts, I measure the Model, the larger you draw the Models of your vessels or ships, the better you may see to do your worke.

*The making
of the Scale.*

*A Rule for masting and yarding by proportion, but for
my part I make no use of it, because it will not hold.*

The main-mast

The Main-mast must be twice and one half the length of the Beam.

The fore-Mast

The Fore-mast eight ninths of the Main-mast.

*Main-top-mast
& top-gallant-
mast.*

The Main-top-mast half the Main-mast, and the Main-top-gallant-mast, half the Main-top-mast.

*The fore-top-
Mast, & top-
gallant-Mast.*

The Fore-top-mast, half the Fore-mast, and the Fore-top-gallant-mast, half the Fore-top-mast.

The Bolt-sprit.

The Bolt-sprit, the length of the Fore-mast.

*The mizen Mast
& mizen top-
Mast.*

The Mizen-mast, the height of the Main-top-mast from the quarter-Deck, and the Mizen-top-mast half that.

*Main-yard &
Main-top-sail-
yard.*

The Main-yard 6 seaven parts of the Main-mast, and the Main-top-sail-yard half that, and Top-gallant-yard half that.

The

The Use of the Model.

3

The Fore-yard eight ninths of the Main-yard, and the Fore-top-sail-yard half that, and Top-gallant-yard half that.

Fore-yard & fore-top-sail-yard

The Miffen-yard something shorter then the Fore-yard.

Miffen yard.

The Sprit-sail-yard and Crof-jack-yard both one, the Crof-jack-yard half the Miffen-yard.

Sprit-sail-yard & Crof-jack-yard.

The Sprit-sail top-sail-yard half the Sprit-sail-yard, and the Sprit-sail top-mast almost half the Sprit-sail-yard.

Sprit-sail top-mast, and top-sail yard.

Note, That all the small yards, are half the great yards from Cleat to Cleat, or from one earing of the Top-sail to another, you may have what Yard serves you please.

Note.

The Use of the Model.

IN these figures you see two yards one Hoysted, and the other Lower-*Use.* ed or a Portlens, the top-sail-yard also one Hoyfed, and the other down upon the Cape, so must you make in all the Models you raise: the yard a portlens gives the length of top-sail-sheets, and lifts, and tye or Jeers and Bunt-lines, and Leech-lines, or Halli-yards measuring from the Hounds to the Deck.

The yards Hoysted gives the length of Clew-lines, Brases, and Clew-garnets, and Tackles, and Sheats, and Bow-lines.

In the small ones, is shewed the length of Shrowds and Top-sail Halliards with Brases, and Lifts, as in the figure B.

In the figure A is shewed how to give a near estimation, how many yards of Canvass is in a main Course. When you come in any Ship or Vessel, and desire to know how many yards of Canvass is in the main or fore-Course: First, you must know the depth of your sail, and the breadth of the Canvass that the sail is made of, then take off so much from the Scale as you see the Cloth is in breadth, and place so many cloths in the Model on the main or fore-yard, the same depth that the sail is on, as you see the main-Course in this figure: After you have so done, then take a Fathom or two off from your scale, and measure every cloth up and down as you do the Ropes, and that gives you the number of yards.

Note.

Likewise

Likewise, here is shewed in this figure the way how to place your Garnet and Runner, and Sprit-fail-top-fail, Cran-lines, and main stay, and fore stay to find the true length of them.

In the figure C is shewed the way to find the number of yards, that is in a main or fore-top-fail, the same way that you measure one fail, you must measure ail,

Observe.

But this you must observe, that you are to place your middle Cloath first in a top-fail, and from thence to each yards arm, that your goers at the Clew may fall out right.

So likewise to find the length of all Ropes.

Likewise it sheweth the length of main-top-fail-bow-lines, and so you must do to find the length of fore-top-fail-bow-lines: draw only a line from the top-fail-yard-arm, to the main-yard-arm with your pen, or black-lead: Note from the further yard-arm, that you may take them at the largest extent, and to your Brasés: in like manner, it shews also the length of main-bow-line, and main-sheer, and main-tack and single-Garnet.

All this I could have performed in one Model, but then it would have been so full that you would not so well have understood it: but you may perform all in one figure, in starching 3 or 4 sheets of paper together, and then your Model will be of a very good volum, for the bigger it is, the lesse errour will be, and your best way to perform all in one Model, is, to draw your yards with black-lead only, especially the lower yards, and then you may rub them out after you have measured out your Rigging, leaving only a little speck or spot, at the end of each yards-arm, that you may the easier draw them again, if you have occasion, the two spots will give you the length of them again without any more trouble, and then it will not be so easie for any one to steal away the use of your Model by, as he that hath an ingenious pate may do: and to prevent that, I seldom let any yards be seen, but only leave two little pricks to give me the length of them, at any time, when occasion require.

And then I draw them out again with black-lead, and measure out my Rigging, and write them in a piece of paper, and then with the crums of white bred, and a clean linnen cloth, I rub them out again, and so leave only the masts standing.

The fore-channel-bines.

Then for the Channel-bines, if you see the Ship or Vessel, then you know the better where to place them; or if she be upon the stocks, that they be not brought too, he that is a Seaman will give a neer guess where they should be, and if they be not placed just in the place where

where they should be it is no great matter. But rather endeavour to place them a little too low rather than too high.

Or two thirds of the stay or main-mast is a good Rule for your *The length of stay & shrouds*
Shrouds, for your stay must be as long as the mast.

Then for the placing of your mast, there is very few but knows the *To place the main mast.*
main-mast must stand in the middle, and to that end raise a perpendicular line from the middle of the Keel, making a little step some two foot, or two foot and a half, as is in the figure *D* at *X*; if your step be not so high as it should be, or if it be a little higher then it should be, so it be not too much, it breaks no square, so long as you give a handsome allowance for the end of your shrouds to turn up.

Then after you have raised the mast at his proper length, then allow for the mast-head, and their place, the cross-trees, but if you measure your mast as it is allowed any Boat-swain, to do: then you must mind the height of the mast-head, and it is the surest way to know exactly the length of the mast and yards, and then you cannot work amiss: for I have measured very few masts, but differ something, therefore I advise you to know the true length of your mast and yards.

Now the fore-mast stands just upon the breast-hook, and there you *To place the fore mast.*
must place a thing imitating a step, of some 6 or 7 foot high, or 5 foot high, according as the ship or vessel is in bigness, or according as you see the fore-mast will stand in proportion to the main-mast, as your eye will give you that: and as you see it agrees with the main-mast in height, so place your step as in the Model *D*, at *L*: and if it stand half a foot too high or too low, it is no great matter so long as the shrouds are long enough.

Now in placing your Mizen-mast, your judgment must be better *To place the Mizen mast.*
there, than about any mast: because there is no just Rule to be given but only your eye must be your best Rule.

Therefore, after you have raised your Model and placed your main-mast, then observe the Model well, and you may soon perceive where you shall place the mizen-mast: and this observe, that if it becomes not the Model, it will not become the ship, neither that nor no mast nor Rigging about the ship or vessel, for after you have raised the true Model of any ship or vessel, it is just then, as if you were placing of the masts in the Vessel it self; and after you have placed your masts and yards, you may measure out your Rigging as exactly as if you should measure from place to place on Board the ship or vessel, with a lead-line or span-yard where every rope should go.

Note.

The Bolt-sprit. Now the Bolt-sprit you must place as you see in the Model *D*, at *H F C*, letting it run from six foot beyond the fore-mast; this must be done in a ship, but in other vessels they are placed otherways, therefore you must place them as you see the vessel requires.

For the height between decks. Now after you have the true length and depth and breadth of any ship or vessel given you by any one, that you are sure knowes, you may give a guess your self for the height between Decks, if she have two Decks & the height in the steridge, and great Cabin and round-house if she have any, and likewise the Fore castle, for my own part I never see no ship nor vessel since I began to practice this Art: But I could give a neer estimation of her heights between Decks, and the like without measuring, if I did but see the ship or vessel, but indeed if I went a Board, I could guess the better by my own height. And I would be sure to account them rather with the lowest then with the highest, that my Rigging should fall out long enough.

The practice Your only way to be expert in raising of the Model, is to make a Book of large and good paper Royal, and what ship or vessel soever you come in, you may by discourse with the Master or Carpenter come to know the true length and depth, and breadth, and height of masts, and length of yards.

Or if she be a Merchant ship, you may measure the depth hould and breadth of the beam your self, when she is light and her Ballast out, and likewise when she lay ashore, with a Carpenters Rule measure the Keel and the masts and yards likewise, when you have opportunity, and then raise the Model of her in your Book.

And likewise, if you be in any ship that lay up in Winter, then you have an opportunity for your own ship, or any ship or vessel that lies by you to get the Model of them, then place them in your Book of Models, then at any time if you fall with a vessel to rigge of any of them demensions, there you have the Model raised to your hand,

And likewise, when you are at home in the day time or in the evening, you may upon your slate or on paper, with your black-lead Pensil, that you may rub out, as before is mentioned, raise an hundred models by supposition, which will bring your hand into the way of raising a Model complete and handsome.

And likewise, you will by that come to be expert and perfect in giving allowance for the sweep of masts-heads, and blocks, and dead-men-eyes and the like: That when you come to raise a Model by a true proportion, you may go through with your work without fear: for it will
come

come to you with ease enough if you take but any pains at all to practice it, and not to do as a great many do, to buy Books and be a little fond of them at the present, and afterward lay them up, and never practice by them till they have occasion indeed to make use of them, and then they run so head-long upon the Work, that there is one gross error or other in their work, and then to like themselves wholly, they impute the fault on the Book or on the Author of it, when the fault lyes wholly in themselves for want of practice.

Therefore it is very good when you have opportunity, to be practicing to raise a Model, for you cannot be too perfect, because the Rigging of a ship is a thing that cannot be done in secret, and you have many eyes upon you, and if you do not complete your work, it makes such a blot in your Scutcheon that it will scarce were out in seven-years time, for every one will be spending his verdict, as well he that knows nothing, as he that doth.

Therefore to prevent all dangers and to stop all mouths, I advise you once more to be very diligent in practicing your self, till you find that you are perfect in the work, which you will soon be by observing the Rules which I have before mentioned.

For the measuring of the Rigging you must have a pencil of black-lead on purpose for that use, then any Rope that you desire to measure; *For the measuring of the first*, draw a line with the black-lead, and then measure it, and put that *Rigging*. out again, then your Model will be the clearer to find the rest of the Rigging.

As for Braces draw a line from the yard-arm to the place where the Brace should go, you may draw it double if you please, as the Braces go, or you may draw but one single line, and so take a Fathom off from your Scale, and where it goes double tell two Fathom, and where it goes single tell but one. *For Braces.*

And likewise fore-top-sail-sheats, draw a line from the top-sail-yard that is upon the Cape, as you see in the Model *D*, down to the yards-arm, that is a Portlens, as you see it is from the fore-top-sail-yard to the fore-yard, then take one Fathom or two off your Scale, and measure from the top-sail-yard to the fore-yard upon the line that you have drawn, and then from the fore-yards-arm into the mast, and so down to the fore-castle, and there you have the just length of your top-sail-sheat, and it is left to your own discretion what stray you will allow: so likewise must you do for your main-top-sail-sheat, and fore-top-gallant-clew-lines, and top-sail-clew-lines, you must do as you see in

the Model, and so for any Ropes whatsoever, if you will have them go after your own way, draw a line with your black-lead where you will have it go, and so measure the length of it. And there you have it (as a man may say) to an Inch. So I hope I shall not need to fill your head with any more stories, for here is directions enough for any one that hath any wit at all. And he that sees how to measure one Rope, may easily understand all the rest.

The stays. But this, Note, That when you measure the stays, you must measure the Collar first double 3 or 4 Fathom, according as you see the Model require it, for as it becomes the Model, so it will become the ship or vessel, and you must know that the Collar belongs to the length of the stay.

*The penents of
Brases.* But for the Penents of Brases, you must measure them first 3 Fathom or 2 Fathom, as you see it will become the Model, and there mark the Block, and so measure the length of the Brace from that.

So desiring you to mind well what is before mentioned, for I have cut it off as briefly as possible I may, that you might the easier get it by heart, which with small pains you may, and then you shall be the better able to discourse, and likewise to complete your Work.

Here followeth the bigness of Ropes, for such
Masts as follow.

<i>The bignes of Fore-rigging</i>	1	2	3	4	5	6	7	8	9	10	11	12
Penent of Tackles	8	7 $\frac{1}{2}$	7	6	5	5	5	6 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$	3 $\frac{1}{2}$	6
Runners of Tackles	6 $\frac{1}{2}$	5	5	5	4	4	4	5	5	4 $\frac{1}{2}$	3	2 $\frac{1}{2}$
The Falls	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	3	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	
Shrowds	8	7 $\frac{1}{2}$	6 $\frac{1}{2}$	6	5 $\frac{1}{2}$	5	4 $\frac{1}{2}$	6	5 $\frac{1}{2}$	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Laniards	4	4	4	4	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	2
Swifters	3	7 $\frac{1}{2}$	7	5	5 $\frac{1}{2}$	5	4 $\frac{1}{2}$					
Laniards	4	4	4	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3					
Stay	15	13	12	11	9	7	6 $\frac{1}{2}$	10 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$	5	4
Laniard	5	5	5	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3	4	3 $\frac{1}{2}$	3	2	2
Tye	8	7 $\frac{1}{2}$	7	7	6	6	5	5 $\frac{1}{2}$	5	5	3 $\frac{1}{2}$	4
Halliards	6	6	6	5	4 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	3 $\frac{1}{2}$	3	2	2
Jeers	6 $\frac{1}{2}$	6	6	6	4	4	5 $\frac{1}{2}$					
Lifts	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	2	3	3	2 $\frac{1}{2}$		2
Parrel Ropes	5	5	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4	4	3	3	3	2 $\frac{1}{2}$	2	2 $\frac{1}{2}$
Brett-ropes	8	7	6 $\frac{1}{2}$	6	5							
Sheates	5	6	5	5	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Jacks	8 $\frac{1}{2}$	8	7	7	6	5	4 $\frac{1}{2}$	6	6	5	5	3 $\frac{1}{2}$
Bowlines	11 $\frac{1}{2}$	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	2 $\frac{1}{2}$
Bridles	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3	3	3	2	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	2
Penents of brafes	4	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	3	3	2 $\frac{1}{2}$	1 $\frac{1}{2}$	2
Brafes	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Clew-garnets	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	2	2	2	3	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Bunt-lines	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Mart-line runners	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2							
Mart-lines	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$			

<i>The bignes of the Fore-top-sail-rigging.</i>	1	2	3	4	5	6	7	8	9	10	11	12
Penent of Tackles	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$		
Falls to them	2 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$		
Shrowdes	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	4	3	3	2	2
Laniards	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1
Pottroks	5	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	1 $\frac{1}{2}$	
Stay	5	5	5	4 $\frac{1}{2}$	4	3	3	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	2	
Penent of the Laniard	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	1 $\frac{1}{2}$					
Fall of the Laniard	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	2	3	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	
Tye	7	7	5 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$	5	5	6	5	3 $\frac{1}{2}$	2	
Runner	5	5	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4	4	4	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$		
Halliards	5	4 $\frac{1}{2}$	4	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Bow-lines	4	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Bridles	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Clew-lines	4 $\frac{1}{2}$	4	4	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	3	2 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	
Parrel rope	4	4	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	2	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	

*The bigness of the
Bolt-sprit-rigging.*

	Mast of 34 inch.		Mast of 32 inch.		Mast of 30 inch.		Mast of 29 inch.		Mast of 28 inch.		Mast of 26 inch.		Mast of 24 inch.		Mast of 23 inch.		Mast of 19 inch.		Mast of 13 inch.		Mast of 12 inch.	
	1	2	3	4	5	6	7	8	9	10	11	12										
	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch
Penents of sheats	6	6	5 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Sheats	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Clew-lines	3	3	3	2 $\frac{1}{2}$	2	2	2	3	2 $\frac{1}{2}$	2	2 $\frac{1}{2}$	2	2 $\frac{1}{2}$	2	2	2	2	2	2	2	2	2
Garnets	3 $\frac{1}{2}$	3	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	3	3	3	3	3	2 $\frac{1}{2}$	2	2	2	2	2	2	2	2	2
Penents of Brases	4	4	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2	2	2	2 $\frac{1}{2}$	2	2	2	2	2	2	2	2	2
Brases	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	2	2 $\frac{1}{2}$	2	2	2	2 $\frac{1}{2}$	2	2	2	2	2	2	2	2	2
Halliards	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Tye	7	6	6	6	5	4 $\frac{1}{2}$	4	6	5	5	5	5	5	5	5	5	4 $\frac{1}{2}$	4	4	4	4	4
Bunt-lines	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Horse	6	6	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5	4	3	3	3	3	3	3	3	3	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Lifts	4	3	3	3	2 $\frac{1}{2}$	2	2	3	3	3	3	3	3	3	3	3	2 $\frac{1}{2}$	2	2	2	2	2

*The bigness of the sprit-
sail-top-rigging.*

	1	2	3	4	5	6	7	8	9	10	11	12
	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.
Shrowds	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1
Laniards	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	2	1 $\frac{1}{2}$	1	1	1
Penents of Brases	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1
Brases	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1 $\frac{1}{2}$	1	1	1	1
Tie	3	3	3	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1
Halliards	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1
Clew-lines	2 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1
Penents of Tackels	3	3	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1
Fals to them	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1
Lifts	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1
Puttockes	3	3	2 $\frac{1}{2}$	2	2	2	2	2	2	2	2	2
Parrel-Ropes	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1

The

The bigness of misen rigging.

The misen-mast.

	Mast of 34 inch.		Mast of 32 inch.		Mast of 30 inch.		Mast of 29 inch.		Mast of 28 inch.		Mast of 26 inch.		Mast of 24 inch.		Mast of 23 inch.		Mast of 19 inch.		Mast of 13 inch.		Mast of 12 inch.	
	1	2	3	4	5	6	7	8	9	10	11	12										
The missen-mast.	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch	inch
Penents of Tackles	5 ¹ / ₂	5	4 ¹ / ₂	4 ¹ / ₂																		
Runners	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂																	
Falls of Tackles	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂																		
Shrowdes	5 ¹ / ₂	5 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	
Lanyards	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	
Tye	7 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	
Halliards	5 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	
Stay	6 ¹ / ₂	5 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	4 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	
Lanyards	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	
Sheet	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	
Jeere	5 ¹ / ₂	5 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂																	
Trufs	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	
Bow-lines	4 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	
Brayles	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	
Parrel-rope	5 ¹ / ₂	5 ¹ / ₂	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	

The Cross-jack.

	1	2	3	4	5	6	7	8	9	10	11	12
	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.
Lifts	4 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
Brases	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
Penents	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂
Halliards	4 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	3 ¹ / ₂	2 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	2 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂

Signes of of mislen-top-mast
reign.

	Mast of 34 inch.	Mast of 32 inch.	Mast of 30 inch.	Mast of 29 inch.	Mast of 28 inch.	Mast of 20 inch.	Mast of 26 inch.	Mast of 24 inch.	Mast of 23 inch.	Mast of 19 inch.	Mast of 13 inch.	Mast of 12 inch.
	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.
Penents of Tackles	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	2		
Falls of Tackles	2 $\frac{1}{2}$	2 $\frac{1}{4}$	2	2	2	2	2	2	2	2		
Shrowds	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1	2	2	2		
Laniards	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$		
Puttocks	3 $\frac{1}{2}$	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1		
Penents of Brases	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1 $\frac{1}{4}$		
Brases	2	2	1 $\frac{1}{4}$	1 $\frac{1}{4}$	1	1	1	1	1	1 $\frac{1}{4}$		
Bow-lines	2 $\frac{1}{2}$	2	1 $\frac{3}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{2}$	1	1	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$		
Bridles	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1 $\frac{1}{2}$		
Clew-lines	2	2	1 $\frac{3}{4}$	1 $\frac{3}{4}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	3	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1
Tye	3	3	3	2 $\frac{1}{2}$	2	2	3	3	2	2	2	1 $\frac{1}{2}$
Halliards	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1
Lifts	2	2	1 $\frac{1}{4}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1	1
Parrel-rope	3	2 $\frac{1}{2}$	2	1 $\frac{1}{4}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1	1	1
Runner of the stay	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2									
Penent of the stay	3	3	2 $\frac{1}{4}$	2	1 $\frac{1}{2}$							
Top-rope	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$					
Parts of the stay	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1					
Penents for the back-	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$									
Falls (stays)	2 $\frac{1}{2}$	2	1 $\frac{1}{4}$									

The bigness of the main
top gallaus Rigging.

	Mast of 34 inch.	Mast of 32 inch.	Mast of 30 inch.	Mast of 29 inch.	Mast of 28 inch.	Mast of 26 inch.	Mast of 26 inch.	Mast of 24 inch.	Mast of 23 inch.	Mast of 19 inch.	Mast of 13 inch.	Mast of 12 inch.
	1	2	3	4	5	6	7	8	9	10	11	12
Penents of Tackles	3	3	2 $\frac{1}{2}$	2	2	2	2					1 $\frac{1}{2}$
Falls of Tackles	2 $\frac{1}{2}$	2	3 $\frac{1}{2}$	3	3	3	1 $\frac{1}{2}$					1 $\frac{1}{2}$
Shrowdes	3	3	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3	3	2 $\frac{1}{2}$	2	2	1 $\frac{1}{4}$	1	1
Lanyards	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1	1	1	1	1
Puttocks	3	3	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1
Penents of backstays	3	3	2	2	2	2						
Falls to them	2	2	1 $\frac{1}{2}$	1	1	1						
The Stay	3	3	3	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1	1	1
Lanyard	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1
Braies	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1 $\frac{1}{4}$	1 $\frac{1}{4}$	1 $\frac{1}{4}$
Penent of Braies	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1
Bow lines	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1 $\frac{3}{4}$	1 $\frac{3}{4}$	1 $\frac{3}{4}$
Bridles	3	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1 $\frac{3}{4}$	1 $\frac{3}{4}$	1 $\frac{3}{4}$
Top-rope	4 $\frac{1}{2}$	4	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2	2						
Parrel-rope	2 $\frac{1}{2}$	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1
Tye	3	3	3	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2	2	1 $\frac{1}{4}$	1 $\frac{1}{4}$
Halliards	3	2 $\frac{1}{2}$	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{4}$	1 $\frac{1}{4}$
Lifts	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1	1	1	1	1	1
Flag Staffe stay	2 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1						
Clew-lines	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1	1

The

*The Dignesse of the
Fore-top gallant
Rigging.*

Tye
Halliards
Bow-lines
Bridles
Stay
Shrowdes
Laniards
Parrel-Rope
Clew-lines
Brails
Lifts
Top-rope
Penet of the tackles
Falls
Puttockes
Back-stayes

	Mast of 34 inch.		Mast of 32 inch.		Mast of 30 inch.		Mast of 29 inch.		Mast of 28 inch.		Mast of 26 inch.		Mast of 24 inch.		Mast of 22 inch.		Mast of 19 inch.		Mast of 17 inch.		Mast of 15 inch.	
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10
	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.	inc.
Tye	$2\frac{1}{2}$	$2\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Halliards	$2\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	1	1	1	1	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Bow-lines	2	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bridles	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Stay	$2\frac{1}{2}$	$2\frac{1}{2}$	2	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Shrowdes	$1\frac{1}{2}$	$2\frac{1}{2}$	2	1	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Laniards	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	1	1	1	1	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Parrel-Rope	2	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Clew-lines	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Brails	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Lifts	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Top-rope	$3\frac{1}{2}$	3	3	$2\frac{1}{2}$																		
Penet of the tackles	3	$2\frac{1}{2}$	$1\frac{1}{2}$																			
Falls	$2\frac{1}{2}$	2	2																			
Puttockes	3	$2\frac{1}{2}$	$2\frac{1}{2}$	2	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$
Back-stayes	$2\frac{1}{2}$	$3\frac{1}{2}$	2																			

1	5	9
C q pou.	C q p	C q p
Sheat-anchor 60 0 0 3	Sheat-anchor 29 0 0	Sheat-anchor 18 0 0
Best-bower 56 0 0 1	Best-bower 25 0 0	Best-bower 17 0 0
Small-bower 55 0 0	Small-bower 23 3 2	Small-bower 16 0 2
Stream-anchor 25 0 0 0	Stream-anchor 9 0 0	Stream-anchor 4 2 0
Kedg-anchor 7 2 0 2	Kedg-anchor 2 2 7	Kedg-anchor 2 2 0

2	6	10
Sheat-anchor 43 0 0 0	Sheat-anchor 28 0 0	Sheat-anchor 11 0 0
Best-bower 40 0 0 5	Best-bower 27 0 0	Best-bower 10 0 0
Small-bower 39 0 0 3	Small-bower 16 0 0	Small-bower 9 0 2
Stream-anch. 20 0 1 2	Stream-anch. 4 3 2	
Kedg-anchor 7 2 0 0	Kedg-anchor 2 3 0	

3	7	11
Sheat-anchor 35 3 3 2	Sheat-anchor 22 0 2	Sheat-anchor 7 0 0
Best-bower 34 0 0 2	Best-bower 11 0 0	Best-bower 6 0 0
Small-bower 31 2 2 7	Small-bower 9 0 0	Small-bower 5 2 0
Stream-anch. 11 3 2 5	Stream-anch. 5 0 2	
Kedg-anchor 4 0 0 2	Kedg-anchor 2 0 0	

4	8	12
Sheat-anchor 32 0 0 0	Sheat-anchor 27 0 0	Best-anchor 5 0 2
Best-bower 30 0 0 0	Best-bower 23 3 5	Best-bower 4 0 0
Small-bower 27 0 2 2	Small-bower 23 0 0	Small-bower 3 2 3
Stream-anch. 11 0 0 0		
Kedg-anchor 3 1 0		

Cables

1	2	3
Inches	Inches	Inches
Cables of 21	Cables of 20	cables of 17
Cables of 20	Cables of 19	cables of 16
Cables of 14 $\frac{1}{2}$	Cables of 13	cables of 12
Cables of 10	Cables of 9	cables of 8
Cables of 9	Cables of 8	

4	5	6
cables of 17	cables of 15	cables of 13
cables of 16	cables of 14	cables of 12
cables of 11	cables of 9	

7	8	9
cables of 10	cables of 16	cables of 14
cables of 9	cables of 15	cables of 13
	cables of 10	cables of 12 $\frac{1}{2}$
		cables of 12
		cables of 8

10	11	12
cables of 12	cables of 8	cables of 8
cables of 11	cables of 7 $\frac{1}{2}$	cables of 7
	cables of 6	cables of 6

Weight

Weight of Cables

	<i>Inches</i>		<i>C.</i>	<i>q.</i>	<i>l.</i>
A Cable of	21	doth way	90	0	0
A Cable of	20	doth way	80	0	0
A Cable of	19	doth way	70	0	0
A Cable of	18	doth way	66	0	0
A Cable of	17	doth way	59	0	11
A Cable of	16	doth way	53	2	7
A Cable of	15	doth way	46	2	7
A Cable of	14	doth way	40	2	0
A Cable of	13	doth way	34	2	10
A Cable of	12	doth way	29	2	1
A Cable of	11	doth way	25	2	6
A Cable of	10	doth way	20	3	4
A Cable of	9	doth way	17	3	13
A Cable of	8	doth way	13	3	7
A Cable of	7	doth way	9	3	12
A Cable of	6	doth way	7	1	0
A Cable of	5	doth way	5	3	12
A Cable of	4	doth way	3	3	0

An

An Index.

IN the first Page is shewed, how to raise the Model of any ship, or vessel, small or great.

In the second page is shewed a Rule for masting and yarding.

From the third to the eighth is shewed the use of the Model.

In the first column of the ninth page, where the figure of 4 stands on the top, is shewed the bigness of Rigging that is required in a ship, that the main-mast is 34 inches through.

In the second column is shewed the bigness of the Rigging the main-mast is 32 inches through.

In the third column is shewed the bigness of Rigging for a main-mast of 30 inches through.

In the fourth column is shewed the bigness of Rigging for a main-mast of 29 inches through.

In the fifth column is shewed the bigness of Rigging for a main-mast of 28 inches through.

In the sixth column is shewed the bigness of Rigging for a main-mast of 26 inches through.

In the seventh column is shewed the bigness of Rigging for a main-mast of 26 inches through.

In the eighth column is shewed the bigness of Rigging for a main-mast of 24 inches through.

In the ninth column is shewed the bigness of Rigging for the main-mast of 23 inches through.

In the tenth column is shewed the bigness of Rigging for a main-mast of 19 inches through.

In the eleventh column is shewed the bigness of Rigging for a main-mast of 13 inches through.

In the twelfth column is shewed the bigness of Rigging for a main-mast of 12 inches.

In the tenth Page is shewed in the 13 columns the bigness of Rigging for the fore-mast, answerable for the main-mast, and main top-mast in the ninth page.

In the 12 columns of the eleventh Page is shewed the bigness of (sprit-sail), and (sprit-sail-top-mast) Rigging for such ships.

In the 12 columns of the twelfth Page is shewed the bigness of (mizen-mast), and (cross-jack) Rigging.

An Index.

In the 12 columns of the thirteenth Page, is shewed the bigness of
single-top mast Rigging.

In the 12 columns of the fourteenth Page, is shewed the bigness of
double-top Allant Rigging.

In the 12 columns of the fifteenth Page, is shewed the bigness of
fore-top-gallant Rigging.

In the 16 page is shewed by the 12 figures, the Anchors for such
Ships that are to be masted and Rigged.

In the 17 page is shewed by the 12 figures, the Cables for such
Anchors.

In the 18 page is shewed the weight of Cables.

From a Cable of 21 inches to a four-inch-rope.

In the 19 page is shewed the Model of a great Ship, of an hundred
and 25 foot by the Keel, and likewise the making of the Scale.

In the 20 page is shewed the 3 small models.

Likewise, Note, that on the top of every column in the 9, 10, 11,
12, 13, 14, and 15 pages, there is a figure set, as thus, 1, 2, 3, 4, 5,
6, 7, 8, 9, 10, 11, 12. which is to direct you aright to complete a
whole Ships rigging in bigness.

And as for the length, the Model gives you that so true, that you
need not fear, but that your Ship will be well Rigged.

So leaving you to your practice, and wishing you a good proceeding
as well for your good as my credit, I conclude, and Rest

Yours

T. M.

FINIS.

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